

Current Soviet Jet Fighter Development: The Soviets are believed to have placed in series production several jet fighters which will replace in some cases and augment in others, present front line fighters-- Fresco (MIG-17), the Farmer (MIG-19) and the Flashlight (YAK-25). While there is no firm intelligence indicating the number of types of fighters slated for series production, it is believed that at least two, probably three and possibly four of the aircraft shown at the 1956 Soviet Air Force Day Show may be in some stage of production. This apparent diversification of effort reflects a marked change from the period of standardization and intense effort as was evidenced with the MIG-15 and MIG-17.

During the 1956 Soviet Airforce Day Show five new fighters possibly capable of supersonic speeds were seen and photographed by western observers. It is believed that three of these fighters, Fishbed "A" and "B", and Faceplate were designed by Mikoyan, while Fitter and Fishpot are of Sukhoi design. Both of the Fishbed are single place delta-wing aircraft with one turbo jet engine installed in the fuselage. Fishbed "B", very similar

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to the "A" version, differs in having clipped wing tips and a modified fairing at the horizontal tail-fuselage juncture. Faceplate is a swept-wing version of Fishbed "A". The Sukhoi aircraft have much in common inasmuch as both are high performance interceptors. Fishpot is of delta-wing configuration while Fitter possesses highly swept wings.

The exact location of the producing sites for each of these new jet fighters remains obscure. It is estimated that at least four and possibly five Soviet airframe plants are involved in the new production. These include Plants No. 21 at Gorkiy, 31 at Tbilisi, 126 at Komsomolsk, and 153 at Novosibirsk. The present activity

[redacted] are unknown, although they currently are not

believed to be engaged in series production of airframes.

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[redacted] It is

therefore possible that the aircraft is a variant of the MIG-19. A recent sighting of 18 Farmer on the factory airfield lends credence to this supposition. ^{3/} It is believed, however,

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[redacted] is a new Mikoyan fighter. A December sighting of delta-wing Fishbed on the factory field on one occasion and a second probable sighting of Fishbed indicate that the new [redacted] may be equated with Fishbed. The possibility that [redacted] may be Faceplate, the new [redacted] sweep wing Mikoyan fighter has not been completely eliminated, however.

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[redacted] the identity of

the aircraft is undetermined. It is considered probable that should

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[redacted] be Fishbed or even a Farmer variant, the

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aircraft [redacted] is Faceplate or a Faceplate variant. Should

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[redacted] be Faceplate, a possibility not yet precluded,

it is possible that the aircraft [redacted] is Fishbed or a Fishbed

variant.

Two Soviet airframe plants are thought to be involved in works

on a new Sukhoi fighter, probably the single-place supersonic inter-

cceptor, Fitter, or a variant of this aircraft. [redacted]

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While much less intelligence information is available on the second

plant believed to be involved in Sukhay production, [redacted]

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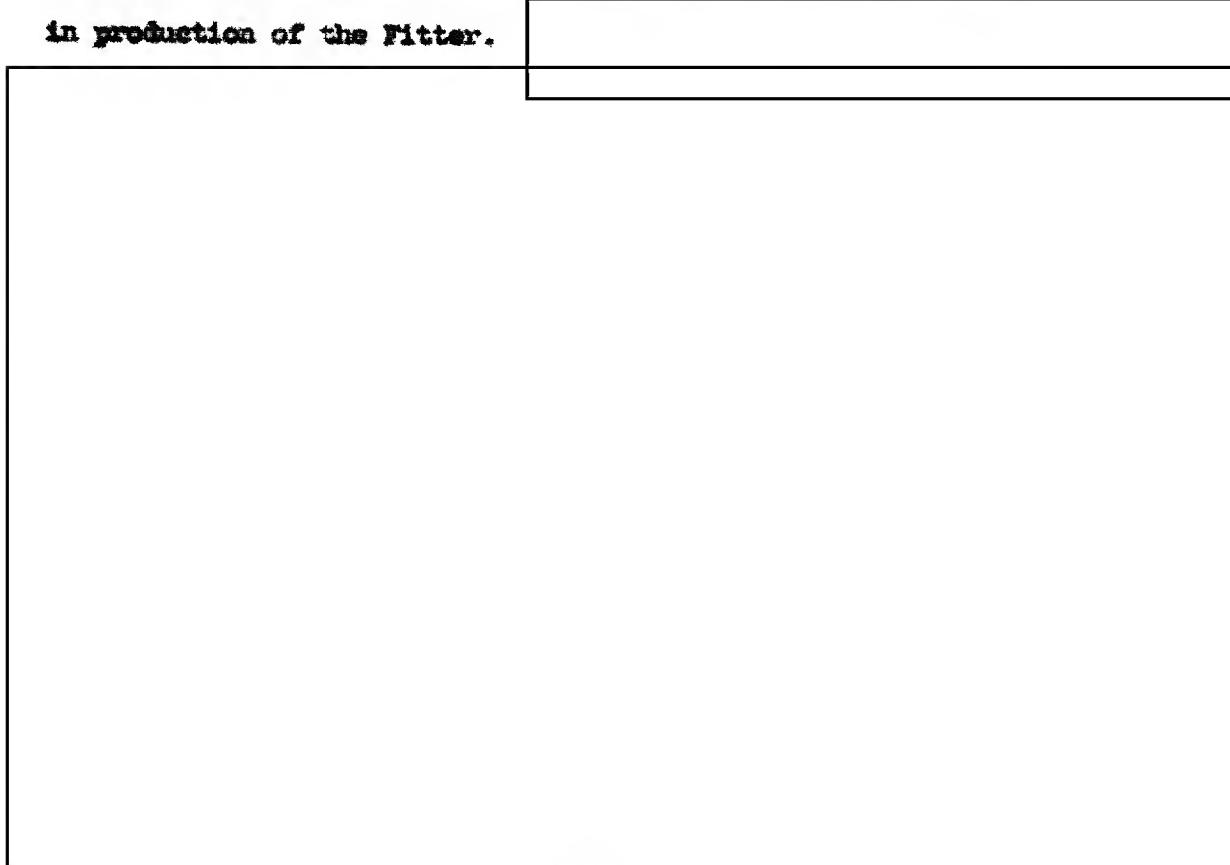
[redacted] it is thought that this facility will follow [redacted]

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in production of the Fitter. [redacted]

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Evaluation of

this information, however, suggests [redacted] is probably

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[redacted] not presently engaged in

airframe production.

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[redacted] probably has produced the Flashlight

since 1955. However, sightings at the plant throughout most of 1957

were negative, indicating a low level of production or a possible

phaseout of Flashlight. A December sighting, however, revealed the

presence, on the airfield of an unidentified fighter aircraft with a

low horizontal stabilizer. ^{12/} While this sighting may indicate new

production, pending further information, [redacted] is not currently

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estimated to be in series production of aircraft.

It is apparent that the USSR is continuing to emphasize their jet fighter program. The effort may involve the utilization of approximately ten million square feet of floorspace which amounts to 26 percent of the total available Soviet airframe floorspace. While the eventual scale of

effort on this new production is unknown, unlike the MIG-15 and MIG-17 programs, there is no indication that it will involve conversion of seven to nine plants to production of one of their new aircraft. It is therefore believed that a much higher degree of diversification will be evidenced in this production than was the case in the production of the MIG-15 and MIG-17 and that efforts will be directed toward a variety rather than a single first-line fighter.

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